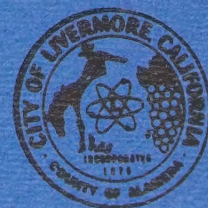


ARROYO RD. AT WETMORE RD.

LIVERMORE SCENIC ROUTE ELEMENT



CERTIFICATION

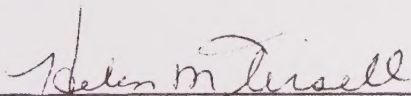
SCENIC ROUTE ELEMENT

LIVERMORE GENERAL PLAN
1976-2000

CITY OF LIVERMORE, CALIFORNIA

This is to certify that the Scenic Route Element
was adopted as the Fourth Amendment to the Livermore
General Plan, 1976-2000, City of Livermore, County
of Alameda, California.

Adopted by City Council (Resolution 225-77)
on October 11, 1977.



Helen M. Tirsell
Mayor

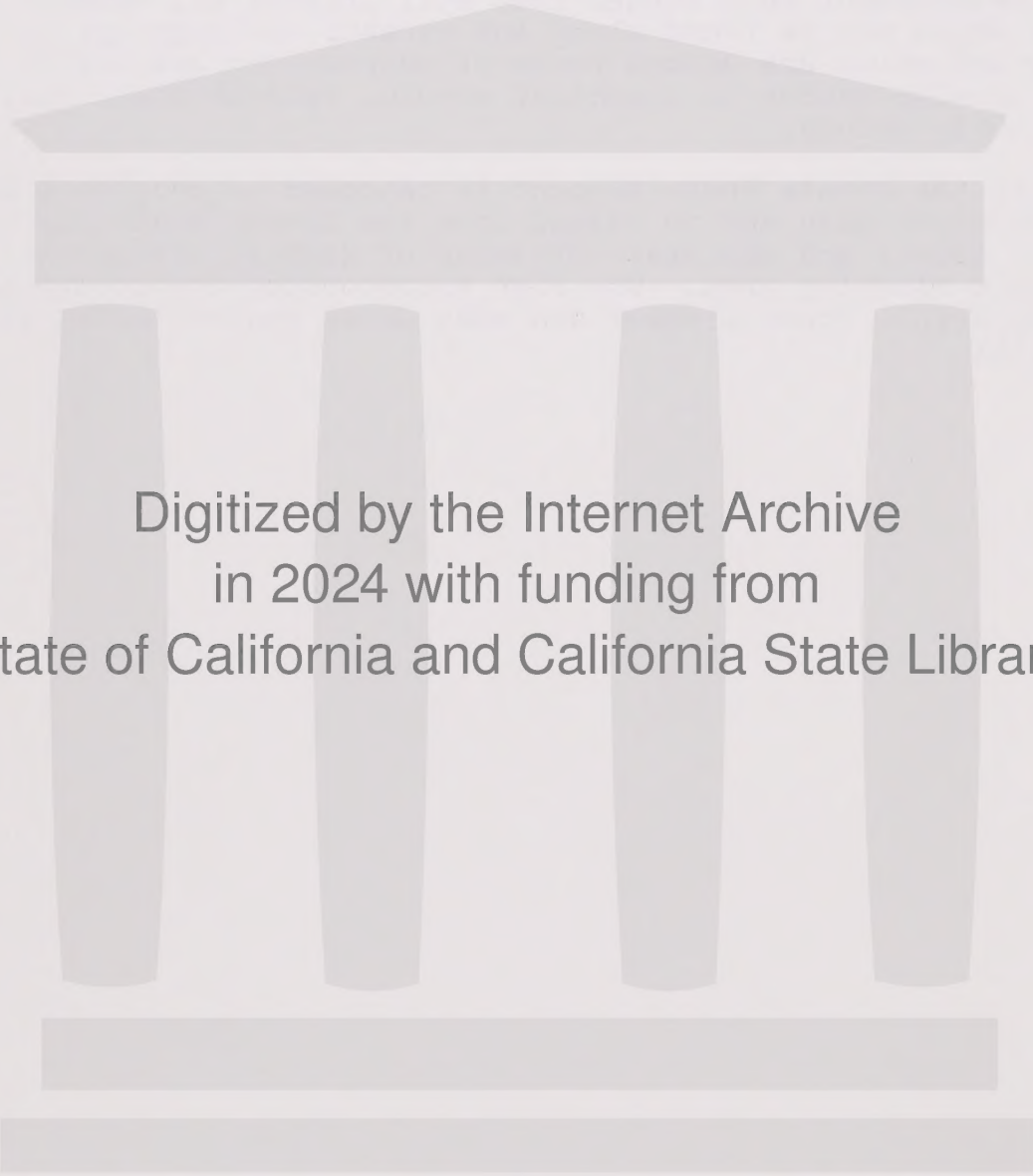


Dorothy J. Hock
City Clerk

Prepared by
City Planning Department
Livermore, California

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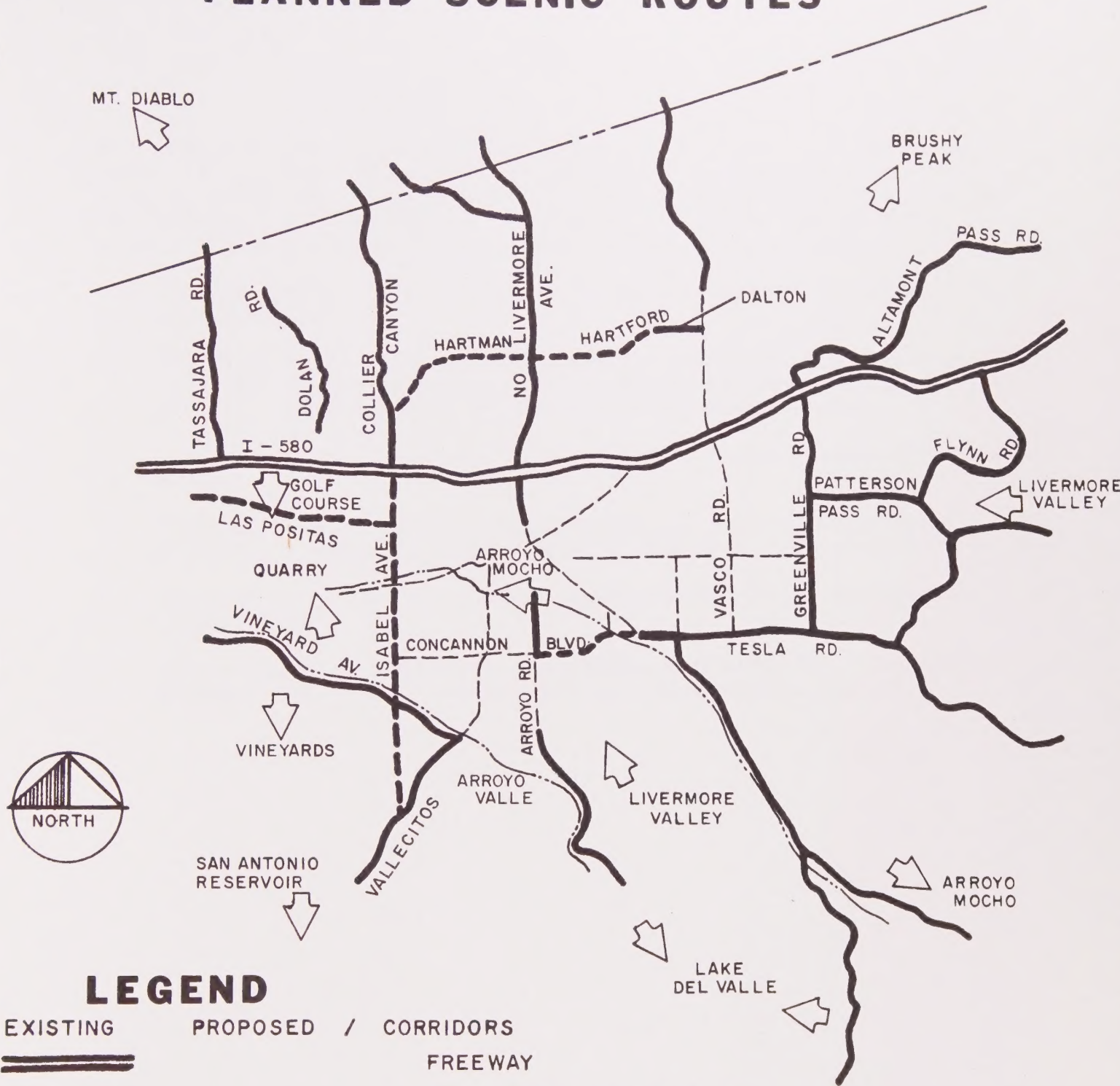
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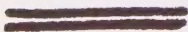
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PLANNED SCENIC ROUTES

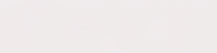
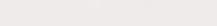
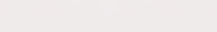


LEGEND

EXISTING



PROPOSED / CORRIDORS



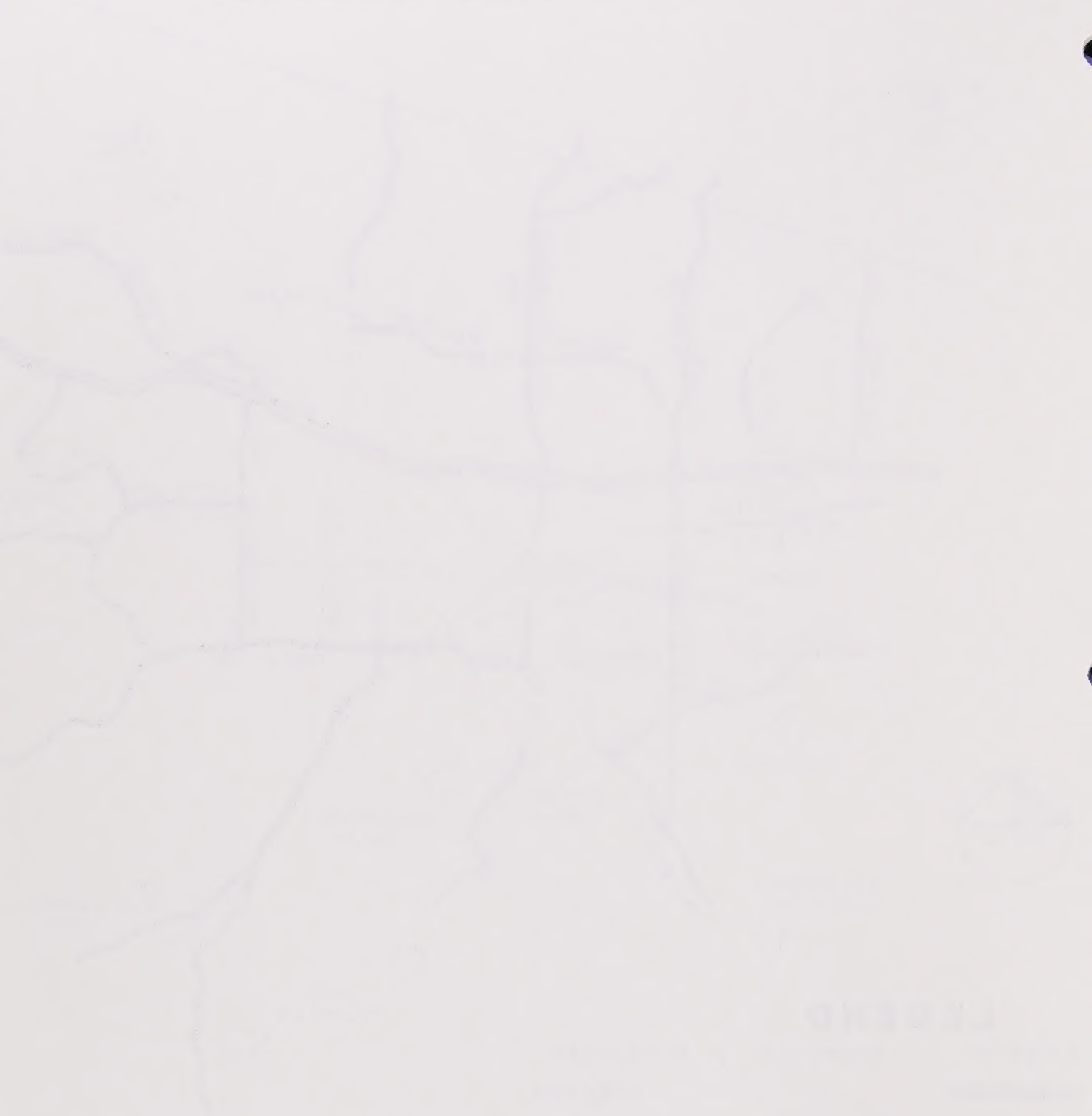
FREEWAY

NON-SCENIC SEGMENT

MAJOR STREETS

SCENIC VISTAS

WATER WAYS



LEGEND

- 1. Main Road
- 2. Secondary Road
- 3. Tertiary Road
- 4. Unimproved Road
- 5. Waterway
- 6. Boundary
- 7. Landmark
- 8. Other

CHAPTER 2

GOALS

The Scenic Route Element, consisting of text and map, is designed to serve as a guide for the establishment of programs and legislation dealing with the development of a system of scenic routes and the preservation and enhancement of scenic qualities and of natural scenic areas adjacent to and visible from scenic routes.

Stated more fully, the Plan is intended to establish official basic policy regarding:

1. Objectives, principles, and general standards for development of a scenic route system, and preservation and enhancement of adjacent scenic areas visible from the scenic route.
2. Definition and designation of a scenic route system and adjacent areas.
3. Coordination of scenic route proposals and programs among Federal, State, Regional, County, and City levels of government.
4. Employment of all available, appropriate scenic conservation legislation.
5. Development of legislative measures and official programs to protect and enhance scenic values along scenic routes.

CHAPTER 3

POLICIES

The following policies are applicable to the Scenic Route Element:

1. Scenic Route Selection

A. Provide a continuous, convenient system of Scenic Routes

The Scenic Route System should be complete enough to be convenient to all persons in Livermore and to provide continuous pleasurable travel within major scenic areas and between major scenic areas and recreational and cultural centers in the Planning Area and adjacent areas. The routes should afford aesthetically pleasing views to both the traveler and the outside observer throughout the entire system.

B. Establish efficient and attractive connecting links

The Scenic Route System should include attractive and efficient links between routes of major scenic value and recreational and cultural centers. These links should include certain freeways and other roadways coordinated among appropriate jurisdictions.

C. Provide variety of Scenic Routes

A variety of experiences such as changes in terrain, vegetation, land forms, and view should be provided in the selection of routes within the System. The geographical location and distribution of routes should be selected to provide the traveler with a choice from among the outstanding scenic values within the Valley.

2. Scenic Route design and development

A. Access control

Relatively uninterrupted movement of pleasure driving vehicles on scenic routes should be accommodated by control of access, avoidance of stop signs, and synchronization of traffic signals on scenic expressways and thoroughfares whenever possible. Through movement of trucking should be prohibited on scenic routes, unless no alternate paralleling through routes are available within a reasonable distance.

B. Use of landscaping to increase scenic qualities of scenic corridors

Landscaping should be designed and maintained in scenic route corridors to provide added visual interest, to frame scenic views, and to screen unsightly views.

C. Location of transmission towers and lines outside of scenic route corridors

New overhead transmission towers and lines should not be located within scenic corridors.

D. Undergrounding of utility distribution lines when feasible

Overhead lines to be made inconspicuous

New, relocated, or existing utility distribution lines should be placed underground. If underground placement is not feasible, they should be located so as to be inconspicuous from the scenic route on poles of an improved design. When more than one utility line is in an area they should be combined on adjacent rights-of-way and common poles.

3. Scenic corridor land use and design

A. Establishment of architectural and site design review

Architectural and site design review by the appropriate local jurisdiction should be provided for each site and for all new or altered structures so that particular consideration will be given to appearances which will enhance scenic qualities from the scenic routes. Originality in landscape and construction design should be encouraged. Such designs should be in keeping with the cityscape and natural skyline and reflect the density, movement, and activities of the population.

- (1) In all zoning districts where the allowable height limit exceeds thirty-five (35) feet each proposed structure over thirty-five (35) feet, except utility poles and lines, should be reviewed to ensure that such structure will not conflict with any view from any scenic route.
- (2) Alteration of natural or artificial land contours should not be permitted without a grading permit issued by the local jurisdiction as a means of preserving and enhancing the natural topography and vegetation in developable areas. Mass grading should not be permitted. A Grading Permit shall be granted in accordance with the guidelines stated in Item #7(c) on Page 93 under Visual Resources Policies. Such a permit shall be permitted as approved on the Site Development Plan. (Resolution No. 167-83).

B. Scenic corridor design standards

The following criteria shall be applied in the review of building and grading permits in developable areas:

- (1) As a means of preserving natural "ridge skylines", no major ridgeline should be altered to the extent that an artificial ridgeline results. Minor grading to allow construction of individual dwellings should be permitted below the skylines, ridgelines, or silhouettes as approved on the site development review plan.
- (2) Access roads should be located and designed to keep grading to a minimum. Natural ground contours in slope areas over ten percent (10%) should not be altered more than five percent (5%) overall, except in such slope areas where large stands of mature vegetation, scenic natural formations, or natural watercourses exist where grading should be limited so as to preserve the natural features.
- (3) The I-580 Scenic Corridor is defined as the area which is within 3,500 feet on each side of the centerline of I-580, and visible from the I-580 roadway.
- (4) Development in the Scenic Corridor must preserve, to the largest degree feasible, the view of the ridgelines as seen from the Scenic Corridor roadway. To that end, no development, structures or man-made objects except for berms or planting erected for landscaping purposes may obscure any portion of the ridgeline as seen from the Scenic Corridor roadway unless the Council finds the following:
 - (a) Alteration of the structure so that it does not obscure the ridgeline would not allow for a reasonable use of the land in a way consistent with the General Plan.
 - (b) Structures which obscure the ridgeline do so in a sufficiently limited way and are spaced sufficiently far apart so as to in no way create the effect of a wall between the viewer and the ridgeline.
 - (c) Structures which obscure the ridgeline do so in a sufficiently limited way so as not to detract from the scenic value of the corridor.
- (5) In the Scenic Corridor, the following limits apply to changes in the natural ground contours:
 - (a) Zone 1: Within two thousand (2,000) feet of the Scenic Corridor, alterations are allowed in slope areas to ten percent (10%) and an area equal to five percent (5%) of the overall Zone 1 area within the property to be developed can be altered above

the ten percent (10%) slope, defined as the lowest lying ten percent (10%) slope at the base of the hill area. This additional area shall be distributed evenly along the ten percent (10%) slope but shall not intrude into the adjacent fifteen percent (15%) slope.

- (b) Zone II: Between two thousand (2,000) feet and two thousand five hundred (2,500) feet of the Scenic Corridor, alterations are allowed in slope areas to fifteen (15%) and that an area equal to seven and one-half percent (7.5%) of the overall Zone II area within the property to be developed can be altered above the fifteen percent (15%) slope, defined as the lowest lying fifteen percent (15%) slope at the base of the hill area. This additional area shall be distributed evenly along the fifteen percent (15%) slope but shall not intrude into the adjacent twenty percent (20%) slope.
- (c) Zone III: Between two thousand five hundred (2,500) and three thousand five hundred (3,500) feet of the Scenic Corridor, alterations are allowed in the slope areas to twenty percent (20%) defined as the lowest lying twenty percent (20%) slope at the base of the hill area, and that an area equal to seven and one-half percent (7.5%) of the overall Zone III area within the property to be developed can be altered above the twenty percent (20%) slope. This additional area shall be distributed evenly along the adjacent twenty percent (20%) slope but shall not intrude into a twenty-five percent (25%) slope.

- (6) Grading shall be limited so as to preserve natural features where large stands of vegetation, scenic natural formations, or natural watercourses exist.

Any contour altered by grading should be restored by means of land sculpturing in such a manner as to minimize run-off and erosion problems and should be planted with low maintenance, plant materials that are compatible with the existing environment and the intent of the Scenic Route Element.

C. Provision for normal uses of land and protection against unsightly features

In both urban and rural areas, normally permitted uses of land should be allowed in scenic corridors, except that panoramic views and vistas should be preserved and enhanced through the:

- (1) Supplementing of zoning regulations with special height, area, and side yard regulations.
- (2) Providing architectural and site design review.

- (3) Prohibiting and removing billboards, signs not relevant to the main use of the property, obtrusive signs, automobile wrecking and junk yards, and similar unsightly development or use of land.

Design and location of all signs should be regulated to prevent conglomerations of unsightly signs along roadsides.

D. Retention of public easements for recreation trails

All public easements should remain free and clear of any structures or improvements other than planting, except where they are required by public necessity or as a means of providing unobstructed areas for future recreation trails.

E. Controlled removal of vegetation

Except for agricultural crops, no vegetation should be removed without permission of the local jurisdiction as a means of preserving the scenic quality.

F. Controlled alteration of streambeds and bodies of water

Alteration of streambeds or bodies of water and adjacent vegetation should be permitted only with approval of the local jurisdiction, as a means of preserving the natural scenic quality of stream courses, bodies of water, vegetation, and wildlife in the Valley. Development adjacent to streams, canals, reservoirs, and other bodies of water should be in a manner that will preserve the natural scenic qualities of the area, or when scenic qualities are minimal shall be designed and treated so as to result in naturalistic, architectural, or sculptural forms.

G. Preservation and enhancement of natural scenic qualities in areas beyond the scenic corridor

Views from scenic routes will comprise essentially all of the remainder of the Valley beyond the limits of the scenic corridor. The corridor is intended to establish a framework for the observation of the views beyond; therefore, in all areas in the Valley extending beyond the scenic route corridors, scenic qualities should be preserved through retaining the general character of natural slopes and natural formations, and, through preservation and where desirable, enhancement of water areas, water courses, vegetation and wildlife habitats. Development of lands adjacent to scenic route corridors should not obstruct views of scenic areas, and development should be visually compatible with the natural scenic qualities.

H. Coordination of scenic routes and recreation areas

There should be maximum coordination in planning for scenic

CHAPTER 4

IMPLEMENTATION

1. Responsibilities for Scenic Routes

Route selection, determination of right-of-way width, and general design standards for scenic routes are the responsibility of the City or the County, and, in the case of State highway, the State of California, and in certain instances are the joint responsibility of the State, Alameda County, and the City. Final design standards and construction and maintenance of the paved road and appurtenances are the responsibility of the County Surveyor or City or State engineers. All right-of-way land would be owned in fee by the State or owned by or dedicated to the local jurisdiction.

2. Required actions

- A. Adoption by the County and the City of Scenic Route Elements to General Plans.
- B. Periodic review of the Scenic Route Elements by the County and the City.
- C. Continued cooperation of cities, adjacent counties, local and regional recreational and planning agencies, and all appropriate State agencies in various programs leading to the implementation of the Scenic Route Element.
- D. Adoption and application of legislation for control and development in accordance with Scenic Route Element principles and standards including:
 - (1) Zoning Ordinance supplements, which will be based on scenic route planning principles and standards and will include regulations on:
 - (a) Land uses.
 - (b) Building heights.
 - (c) Building setbacks.
 - (d) Residential density.
 - (e) Building coverage.
 - (f) Lot area.
 - (g) Planned unit development and cluster development.
 - (h) Architectural and site design review.

- (i) Historical preservation.
- (j) On-premise signs.
- (k) Outdoor advertising and time limits for removal of non-conforming signs.
- (l) Floodplain.
- (m) Screening and landscaping.
- (n) Quarries and other excavations.
- (2) Subdivision regulations, which will be based on scenic route planning principles and standards and will include:
 - (a) Limiting of cut and fill.
 - (b) Tree preservation and planting.
 - (c) Bank seeding and planting.
 - (d) Limited access onto scenic highway.
 - (e) Low density use of land.
 - (f) Setback from water's edge.
 - (g) Easement dedication.
 - (h) Screening.
 - (i) Road design standards.
 - (j) Underground utilities.
- (3) Building Code enforcement, which will significantly although indirectly contribute to the improvement of aesthetic qualities.
- (4) Maintenance controls, including:
 - (a) Housing Code - Strict enforcement of a housing code and abatement of violations, as in an urban renewal project.
 - (b) Fire Prevention - Enforcement of a fire prevention code can indirectly contribute to the scenic route program. Fire prevention programs should avoid controlled and uncontrolled burns which may destroy native flora of scenic value. Appropriate planting and maintenance would avoid such a measure.

CHAPTER 5

DEFINITIONS

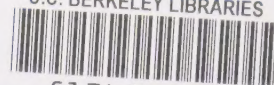
Terms used in the Scenic Route Element and various classifications are defined as follows:

1. Scenic Route: A highway, street, or other roadway having one or more of the following characteristics:
 - A. A route which has inherent beauty by virtue of its own design or the character of that land through which it traverses.
 - B. A route which provides the major access to or between major scenic, recreational, or cultural attractions.
 - C. A route which provides a vista or view of the Valley as a whole or of areas within the Valley having noted beauty worthy of preservation.
2. Scenic Route Corridor: A scenic route and that area adjacent which served as justification for scenic route designation.
3. Scenic Feature: An element of the landscape having beauty, historical significance, or other characteristics making it worthy of preservation as a visual feature.
4. Non-scenic Segment: Those portions of a scenic route which have no qualities justifying a scenic route designation but which are designated for purposes of showing continuity.
5. Valley: The Livermore-Amador Valley.
6. Planning Area: That portion of the Livermore Valley defined as the City's Sphere of Influence in the Livermore Community General Plan.

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1. Scenic Route Element of the General Plan, Alameda County May 1966.
2. The Scenic Route, a guide for the official designation of eligible scenic highways, State of California, Department of Public Works.
3. A Plan For Scenic Highways in California, March 15, 1963.

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